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COUNTRY Austria

TOPIC Airfields in Austria

EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 1 to 23 October 1952

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DATE PREPARED 26 November 1952

REFERENCES

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Wiener Neustadt (O 48/X 34). At 4:50 p.m. on 10 October 1952, a Soviet train of 7 boxcars, 2 field kitchens, and 30 flatcars loaded with 20 trucks, 9 tank trucks and 1 ambulance, proceeded from Wiener Neustadt railroad station toward Vienna.<sup>1</sup>

2. Between 4 and 5 p.m. on 16 October, source observed from the center of Wiener Neustadt that there was air activity involving MiG-15s and 2 twin-jet aircraft. There was calm weather, good visibility and a 3/10 overcast at an altitude of about 2,500 meters. The two IL-28s made individual flights. The take-offs and landings were made in a south-north direction.<sup>2</sup>

3. Between 11 a.m. and 12:30 p.m. on 18 October, 32 MiG-15s and 10 IL-28s were parked at the field. Source could not observe the depression in the ground in front of the pyrotechnic plant. There was no air activity during sunny and dry weather. The visibility was good and the sky was 3/10 overcast.

4. During the same period, it was observed that the old radar set south of Wiener Neustadt-Bad Fischau road was replaced by a new radar set with a radio truck without any markings. The set had a mast, about 4 meters high, with four dipole supports arranged in groups of two above each other. The dipoles were supported by x-shaped struts.<sup>3</sup> Twelve boxcars without a locomotive were observed on the railroad line which leads to Lottendorf (P 48/X 46) and passes northwest of the former Nachrichten Kaserne. The boxcars were loaded with boards, boxes and straw sacks. Some soldiers wearing black-bordered blue epaulets were observed around the cars. Recently motor vehicles  were repeatedly observed in Wiener Neustadt.<sup>1</sup>

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5. Between 4:15 and 4:45 p.m. on 20 October, sentries wearing red-bordered black epaulets were posted at the entrance to the cantonment west of Wiener Neustadt. Motor vehicles parked in the cantonment included 5 trucks, each loaded with an AA gun, 2 trucks, each loaded with an AA machine gun, and 3 trucks.

6. Parndorf (P 48/X 77). On 1 October, source observed that neither aircraft nor personnel were stationed at the airfield. The present location of the unit could not be determined. After the evacuation of the field, troops were unloaded at the field during the first half of October. On 18 October, the field was occupied by about 30 jet planes.

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- 25X1 7. The agricultural school in Bruck on the Leitha River (P 49/X 77) which had been evacuated a short time before, was occupied by air force troops on 18 October. The personnel mostly consisted of officers whose unit probably was assigned to the airfield in Parndorf.<sup>4</sup> 5
8. Between 8 a.m. and 1 p.m. on 21 October, about 20 MiG-15s were parked at the field. There was no air activity. It rained slightly, and the degree of visibility increased.
9. The PKV-45 station, the long-wire antenna and the cabin were removed. An antenna mast with a cone-shaped bracing was observed slightly south of the former site of the PKV-34 DF station. Motor vehicles parked on the western edge of the field included 22 trucks, 5 van-like truck, 8 weapons carriers and 11 tank trucks, [redacted]. It appeared that the unit arrived at the field only recently. The driver of a truck [redacted] inquired for the road to Vienna, and a local resident stated a new unit allegedly from Hungary arrived at the field some days before. There was intensive activity around the temporary buildings. Straw sacks and clothing were carried to and from.<sup>5</sup>
10. At about 1 p.m. on 18 October, two groups of MiG-15s, including one group of 6 planes and the other one of 4 planes, with a twin-jet plane flying at the head of the formation, arrived at the field. After the landing, the MiG-15s taxied under their own power to the other MiG-15s parked at the field, while the twin-jet plane headed southwest. Now, about 30 MiG-15s, including 10 canvas-covered planes, and 3 single-engine aircraft with radial engines were parked at the field. Four large crates, which had the shape of a railroad equipment car, were observed next to the planes. The PKV-45 DF station was removed. An antenna mast with a cone-shaped bracing was being erected nearby. The fuel dump had only one container. Repair work was being done on the stationary installations. Motor vehicles observed near the garages included 6 tank trucks [redacted] 1 tank [redacted] 3 trucks and 2 weapons carriers [redacted] three van-like trucks and 4 trucks with mounted searchlights were observed at the loading ramps. Trucks [redacted] drivers wearing black-bordered blue epaulets, left the field.<sup>5</sup>
11. According to an employee at the railroad station, the unit which had been stationed at the field during the summer, was transferred recently.<sup>5</sup> A train without a locomotive which was observed on the spur track consisted of 5 boxcars and a number of flatcars loaded with 7 AA guns of about 80mm caliber and with muzzle brakes, 1 data computer, 7 trucks, 1 jeep and about 5 other motor vehicles. The officers and EM who wore red-bordered black epaulets received their food from a field kitchen.<sup>6</sup>
12. Deutsch Wagram (P 49/S 50). Between 8 a.m. and 1 p.m. on 23 October, no air activity and no changes were observed at the airfield and in the camp along the edge of the wood.<sup>7</sup>
13. Goetzendorf (P 49/X 57). Between 8 a.m. and 1:50 p.m. on 22 October, no change in the occupation was observed at the airfield and in its vicinity excluding Pasanengarten. There was no air activity although the weather was sunny.<sup>7</sup>
14. Bad Voeslau (O 48/X 36). Between 8:30 a.m. and 2 p.m. on 20 October, no change in the occupation was observed at the airfield and in its vicinity including Voeslau and Gainfarn (O 48/X 36) castles. There was no air activity in slightly foggy weather. Five shrapnelproof aircraft revetments were completed on the south-western edge of the field. Five additional revetments were under construction.<sup>7</sup>
15. The Soviet komendatura in Bruck-Leitha instructed the district headquarters to determine the location, condition and utilization of all bunkers and air-raid shelters which had existed during the war.

- 25X1 1. [redacted] Comment. Previous statements on the departure of Soviet Air Force units from Wiener Neustadt furnish the following picture:  
On 25 September 1952, a total of 50 MiG-15s were parked on the landing field and 15 MiG-15 crates were observed in the pyrotechnic plant. [redacted] 25X1  
[redacted] On 27 September, the number of MiG-15s at the field was reduced to 15. On 8 October, no MiG-15s were observed on the dispersal areas. [redacted] 25X1  
[redacted] Between 8 and 11 October, trains allegedly loaded with aircraft from Wiener Neustadt airfield were observed moving to Hungary. [redacted] 25X1

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[redacted], and paragraph 1 of the present report. On 14 October, a rail shipment from Hungary arrived in Wiener Neustadt. [redacted]

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On 18 October, the radar set south of the Wiener Neustadt - Bad Fischau road was removed and replaced by a new radar set. Twelve boxcars were observed on the spur track near the Nachrichten Kaserne. On the same day, motor vehicles [redacted] were repeatedly observed in the Wiener Neustadt military post. A total of 32 MiG-15s were parked at the field, but the depression on the southeastern edge of the field could not be observed. From these observations it can be concluded with a fair degree of certainty that the fighter aircraft at Wiener Neustadt airfield were exchanged. It has not been determined whether the headquarters of the fighter division has been transferred together with the fighter regiments. As the radar set which generally belongs to a division headquarters was removed it is believed that the division headquarters was also transferred.

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2. [redacted] Comment. From the information that individual flights were made by IL-26 planes at Wiener Neustadt airfield it is inferred that bomber crews started retraining on jet planes.

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3. [redacted] Comment. This type of radar set was previously reported from East Germany. Its designation has not been determined.

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4. [redacted] Comment. Some observations of this untrained source have been confirmed by other trained sources. See paragraphs 8 to 11.

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5. [redacted] Comment. The statements of various sources on the occupation at Parndorf airfield, which partly agree with each other, definitely indicate that, as at Wiener Neustadt airfield, the fighter regiment was transferred to an undetermined area, probably outside East Austria, and that another fighter regiment is now stationed at the field. This is supported by the following observations: the occupation of the agricultural school in Bruck/Leitha; the transfer of the PKV-45 DF station; loading and unloading of billeting equipment etc.; the driver who did not know the way to Vienna; a train mostly loaded with AA guns, on the spur track to the field, the landing of 10 MiG-15s, probably headed by an IL-28 plane arriving from the direction of Hungary; and the four large crates on the aircraft dispersal area. No information has been received on a possible transfer both of the fighter regiments from Vienna Aspern airfield and the fighter division from Deutsch Wagram.

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6. [redacted] Comment. This is the first information that AA units were observed at Parndorf airfield. It is believed that the AA guns which arrived on the train belong to the newly arrived fighter regiment.

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7. [redacted] Comment. Deutsch Wagram airfield was last observed on 10 October, Goetzendorf airfield on 9 October and Bad Vöslau airfield on 7 October 1952. [redacted]

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